

Report of Survey for Repairs, &c., of Engines and Boilers.

24 JUN 1941

(Received at London Office)

Date of writing Report 17th Apl. 41. When handed in at Local Office 17th Apr. 41. Port of YOKOHAMA

Survey held at YOKOHAMA Date, First Survey 27th Mar. Last Survey 14th April 1941 (No. of Visits Four)

324 on the Machinery of the Wood, Iron or Steel Sc.S. "GENOA MARU"

Vessel built at Nagasaki By whom Mitsubishi Zosen K. When 1919-6
Engines made at Nagasaki By whom Mitsubishi Zosen K. When 1919
Boilers, when made (Main) 1919 (Donkey) X
Owners Nippon Yusen Y.K. Owners' Address X
Managers X Port Tokyo Voyage X
Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) M.J.K. Yokohama Dock.
Donkey Boilers X

st Report No. Port
Particulars of Examination and Repairs (if any) BS & TS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he

offered his services for this purpose, and why they were declined X

Is a damage report made by anyone else? If so, by whom? X

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " " X

Was this not done, state for what reasons? X

What parts of the Boilers could not be thus thoroughly examined? X

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? X

Date of latest date of internal examination of each boiler Nos.1 & 2 - 27/3/41. No.3 - 7/4/41 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? X

Did the Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? X

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? X If so, state reasons X

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Date of examination of Screw Shaft 7-4-41 State the distance between bearing metal of stern bush and top of after bearing of screw shaft 6 m/m

Engine parts, when referred to by numbers, should be counted from forward.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now done:- Vessel placed in dry dock, propeller, stern bush, with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Tail Shaft without liner examined and found or now placed in good condition.

The three (3) Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Main engine All cylinders, slide valves, crank, thrust and intermediate shafting, air pump, G.S. pump, centrifugal pump & No.1 feed pump examined as far as practicable and found in good condition. Interim Certificate issued - copy attached.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.M.S. 9,11, & L.M.C. 9,11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of BS 4-41, and tail shaft (OG) seen 4-41.

Survey Fee (per Section 20) £ 185.00 Fees applied for 15-4-1941
Special Damage or Repair Fee (if any) £ X :
Travelling expenses (if chargeable) £ 4.00 Received by me, 19

Committee's Minute
Assigned TUE. 1 JUL 1941

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009161-009169-0047

BS due 1.41 held.
Screw shaft- examined &
machinery generally examined.

It is submitted that
this vessel is eligible for
THE RECORD. BS 4.41
S. 4.41.

24
27/6/41.



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